

THE CANADIAN RAILROAD HISTORICAL ASSN.



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CNR DOMES IN SERVICE —



ON SATURDAY, 20TH JUNE FULL LENGTH DOME "JASPER"
STANDS AT JASPER STATION IN THE WESTBOUND
————— 'PANORAMA' —————

MEETINGS.

As the summer holiday season is upon us, there will be no meetings in July or August. To anticipate, our next regular meet will be on Tuesday, September 8th. at Cromdale - although, we hope, NOT in our old room but rather aboard No. 1. The programme has not yet been decided, but will be announced in our next issue, which, incidentally, will appear about the beginning of September.

WORK NIGHTS.

Next Monday evening, July 6th., we are going to turn our attention from ETS No.1 to CHR 1392. We have been asked by the Exhibition Authorities to refurbish this engine for Exhibition Week, as it has been moved to a new site in the middle of the grounds, and is much more accessible than once it was. We have to give it a general wash (using ETS bus hose brooms !!!), and do a little touching up of the paint here and there. The cab glass has to be replaced as do the canvas awnings on the cab windows, and this work should take us two evenings to complete at the most. So, if you can, please come down to the EXHIBITION GROUNDS (and NOT Cromdale) and meet at 1392 at 7pm.

There will be a break in the work nights on ETS 1, starting from this Monday. Work will resume again in September. However, work will continue on NAR 73-- for details please contact Harold Maw at 424-1058.

ETS CAR NO.1.

Progress on this car has been continuous and the present position is that the interior is more or less complete and finished (the seats have yet to be bolted down, but the painting is all done) and the exterior is well advanced. The final coat of red will have been applied by the time you read this and all that then remains to be done is the addition of hardware.. The major work remaining is

the electrical wiring, which is much delayed. Nothing will be done to this until the fall, when we may hope to complete the job.

As mentioned above, we will use the car as a meeting place as this will give a much more appropriate atmosphere, and, who knows, may even be more comfortable than the room we have been using.

CNR SKYDOMES.

Four full length domes... named "ATHABASCA", "FRASER", "JASPER" and "YELLOWHEAD".... are now operating between Edmonton and Vancouver in regular service, on a four day cycle.

In the first week of service, starting on June 15th, they were cut in to the westbound trains at Jasper, and switched out there on the eastward run. The car arriving on the eastbound "Panorama" at about 4pm (I've left my timetable at home, in usual efficient style, so the times are rather vague) laid over until 6am the next morning, when it was cut into the westbound "Panorama", leaving for the coast at 7am. Similarly, the dome car arriving in the eastbound "Super-Continental" at about 9am laid over during the morning, and returned westward in the evening on the "Super".

This WAS the arrangement. However, the first weeks experience showed that there was not sufficient time at Jasper, and perhaps not suitably trained mechanics, for the complex equipment of these new cars to be checked adequately. The routine has now been changed, starting about June 25th. The dome car coming east on the "Super" runs through to Edmonton (arriving about 2.30pm) and is at once switched over to the coach yards, where it remains almost until midnight, at which time it is cut into the westbound "Panorama", which takes it back to Vancouver. In this way, each car comes to Edmonton every fourth day- presumably in between this long run, the car makes a round

trip to Jasper, coming east on the "Panorama" (arriving at Jasper about 4pm) and returning west almost at once on the "Super".

If any of you are down at Jasper in the next few weeks, would you please visit the yards and confirm this (or lay in watch in Yellowhead Pass for the trains. If you do this, please check the car names and make sure that EITHER the car makes a two hour turn-round OR that a spare car is held at Jasper, giving a 26 hour layover.)

A photograph of the operations at Edmonton would also be appreciated.

CPR CAR NO. 64.

Canadian Pacific Car No. 64, the Forest Conservation car, was seen passing through the city on to the Northern Alberta Railways last week. This car has seen service in Manitoba, Saskatchewan and Alberta.

LOCAL MUSEUM PROGRESS.

While everything is still very much in the air and under negotiation, chances are good that we shall have a western branch of the CRHA museum before too long. The old CNR station at Ardrossan has been promised to us, and we have hopes for a site on the western edge of the Exhibition grounds adjacent to the CNR tracks. The building would be used for a display of railroadiana, while outside, we can hope to have 73 and 1392 heading trains of oldtime equipment. More news on this project as it comes to hand.

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EDITOR.....WAYNE BROW.

and I hope the following will be of some interest to you.

If any of you are down at the next few weeks, would

you please visit the yard and collect this or lay in water in

Yellowhead Pass for the train. If you do this, please check the

car names and make sure that within the car names a two hour turn-

round or that a spare car is in the yard, giving a 20 hour layover.

A photograph of the open car in the yard would also be

appreciated.

UPR CAR IN AL

Canadian Pacific Car No. 64, the oldest Canadian car, was a

near passing through the city on the Northern Alberta Railway

last week. This car has been active in Manitoba, Saskatchewan and

Alberta.

LOCAL MUSEUM PROGRESS

While everything is still very much in the air and under

negotiation, chances are good that we shall have a western branch

of the CRMA museum before too long. The old CRMA station at Ardara

has been promised to us, and we have hopes for a site on the western

edge of the Exhibition grounds adjacent to the CRMA tracks. The build-

ing would be used for a display of railroaders, while outside, we

can hope to have 73 and 1393 heading trains of old-time equipment

More news on this project as it comes to hand.

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